THE BAILWAYS.

Annual Report of the Indianapolis Railroad Christian Association-Affairs of the Terre Haute and Southeastern - Big Four Barnings.

The work of improving the I., D. and S. will begin in a short time.

A new chair car, built in the Vandalia shops, went over the road vesterday for the first time.

A Terre Hants railroad man says that no Union Depot will be built at that point this vear, owing to a scarcity of money.

A test of the Rote automatic and Westinghouse brakes will in all probability be made on one of the Indianapolis roads this month. General Superintendent Dunn, of the L., N. A. and C., retires to day. He will at once begin to make arrangements for his European trip.

A report is current that the Illinois Mid land will be purchased by the Iawa Central should Judge Harlan enter a decree of sale which he will undoubtedly do,

The J., M. and I. is securing a heavy fruit traffic by reason of its Southern connections. This road brings in several car loads of banannas and orar ges almost daily.

A circular has been received from the Wisconsin Central announcing that, like the Vandalia, it will not be responsible for cars delivered by it to private tracks and damaged or destroyed there.

The address of President Ingalis, of the Cincinnati, Indianapolis, St. Louis and Chicago Road, before the meeting of the General Managers, is spoken of in the highest terms by railroad men throughout the country.

Grand Chief Engineer M. P. Arthur, at the recent Terre Haute meeting, in his speech, said, in speaking of old engineers, that a Mr. Lyman, eighty-one years of age, was still rupning an engine on the New York Central. Mr. Galaway, a man of over seventy-four years of age, makes two trips daily between Washington and Baltimore, on the B. and O.

Becretary Chesbrough, of the Western Association of Passenger Agents, has issued a circular announcing the new basis on which rates will be figured, and the resolution adopted at the St. Louis meeting that "should the minimums herein agreed upon seriously affect existing second class local rates the roads therein interested shall agree upon a basis and submit to the association for approvsl." The adoption of a new basis will compel a recompilation of the basing sheet.

It is not believed that the Cincinnati, Wabash and Michigan people have given up all thoughts of building a line to this city, although it was so stated the other day. Times have been dull, however, since the beginning of last winter, and the railroads throughout the country bave been greatly affected thereby, hence it is not likely that this extension will be constructed during the present year. In fact, very lew of the extensions that were talked of some time since will be made for a year to come, if then.

The L., D. and S. have determined to put on another train on May i-a through express, leaving this city at 11 p. m. and making connection for western points with the Wabash at Decatur. It is quite probable that a Kansas City car will be attached to this train. The evening train will be changed to 4 p. m., and on and after the above date will be known as an accomodation. This will give the L., D. and S. three trains daily each way. The business of the read is sufficiently large to justify the company in running this number.

A gentleman interested in the affairs of the Terre Haute and Southeastern is authority for the statement that there has been a wonderful increase in the earnings of that road since Mr. Mackey assumed control thereof. Improvements are being made in the road bed and track in a small way, and the road is in a better condition than ever before. Another passenger train, it is understood, will be added in a short time, and several new freight cars purchased. The working force has been increased somewhat in the past few weeks, and the pay roll is promptly met at the end of each month.

It is encouraging to see that the passenger men are coming to a realization of the fact that rates must be maintained if the corporations which they represent are to remain out of the hands of receivers. It did look at one time as if the railroad companies raserved their passenger men as a fighting force, and came on the field themselves when peaceful co operation was desired. The passenger men ought to understand what is possible to be done in regard to their branch of traffic better than any one else, and be able to devise the most pratical measures to protect it. It will certainly be a great point gained to have their general and hearty cooperation in any scheme for maintaining

A good deal of earnestness was manifested at the recent meeting of the Presidents and General Managers of the Western connections of the trunk lines, and the impression prevails that they will try hard to maintain rates in the territorry west of Buffalo and Pittaburg. So far, the companies have only resolved that they will maintain rates, and the whole problem consists in the means provided for carrying out their good resolution, waich remains for them to perfect. An Eastern railway journal, in speaking of the immediate difficulties in the way of maintaining rates on Western roads, refers to the new routes that have been formed within a year or so, which, although circuitous, are able to have a geat effect on rates. For in-Flance, the Cincinnati, indianapolis, St. Louis and Chicago Read have carried New York freight to the Lake Erie and Western at Lafayette, and freight for Baltimore to Cincinnati, getting a haul of but saventyfive miles on the former and 253 on the latter. The Louisville, New Albany and Uhicago has, at times, fed the Grand Trunk by a roundabout route. Further, there are junction points in addition to those included in the Chicago pool, at the beggining of last year. especialty at Seneca, where the Big Four cornects with the Rock Island, which needs to be pooled to protect rates.

THE RAILROAD CHEISTIAN ASSOCIATION -ANNUAL

REPORT. George W. Cobb, Secretary of the Indianapolis Railroad Christian Association, has submitted his annual report, which makes the following showing: Number of readers for the year

Bixty religious services have been held, with an attendance of ... Number of letter writers. Number of visits to injured and sick at their

Number of innersis attended ... Number of visits to offices, shops, switch-

bouses and yards ... Number of papers and magazines donated for distribution.....

Places visited five, viz: Louisville, New Albany, Terre Haute, Eikhart and South Bend. In the seven years the Railroad Christian Association has been in operation at Indi-

anapolis, there have been 241 Sunday service with an attendance of 32,233 and 244 cottage meetings with an attendance of 3.911; 1.172 visits and calls have been made upon sick and injured rattroad men at their homes and in hospitals; thirty one funerals have been attended, and 15,320 papers and magazines distributed among the men, besides bibles and an immense number of tracts.

BIG FOUR FIGURES. Mr. E. F. Osborne, Treasurer of the Cincinnati, St. Louis and Chicago Railway Company, makes the following comparative state. \$175. ment of approximate earnings for the first

week of March:		
	Actual.	Approximate.
	1884.	1885
Passenger		\$13,650 30
Local freight	9,789 99	
Foreign freight	. 17,404 44	4,303 00
Line freight		3,059 18
Express		1.275 00
Mails		1,878 00

Total \$15,704 92 The following are the February figures of the Big Four in full: Gross earnings ... 8122,685 64 \$172,544 15 \$19,858 51

Operating ex 93,132 54 121,267 80 \$19,583 10 \$51,176 35 \$21,623 25 Deduct fixed charges...... 50,083 10 50,000 00\$ 20,530 06 \$ 1,176 35 \$21,706 41 January 31 177,025 82 231,521 63 54 495 81

8 months.....\$156,495 76 \$232,697 63 \$76 202 22

COURT-HOUSE LOCALS.

Mrs. Davy Gets \$100 Damages-The \$400,000 Wanted by the County-Judge Ayres Working on

Bonds of Administratore, Etc. Judge Howe yesterday dismissed nine

ments, footing up over \$1,200. Herman E. Vance has taken out a permit for the erection of a \$2,500 frame house on the northeast corner of Twelfth and Illinois

cases, and disposed of five others by judg-

The case of Robert Wilson vs. The Union Railway Company and others for damages, bas been dismissed. Defendant fell into Pogne's Run at the East street bridge in November last. He wanted \$5,000

In the suit of Lucy vs. Frank Lewis for divorce, which was filed last Saturday, the plaintiff withdraw her complaint yesterday, and substituted one in which all the charges but abandonment and failure to provide are | such person only when se or she shall have comomitted.

The jury in the case of Bridget Davy vs. the Street Car Company, yesterday returned a verdict for plaintiff for \$100. The plaintiff was never offered any sum in compromise by the Street Car Company, as stated in yesterday's Sentinel.

The Auditor has advertised for a loan of \$400,000 to refund the debt of \$400,000 due the 1st of June. As the county has never defaulted in a single case of indebtedness it is expected by the county board to make the loan at a very low rate of interest.

The case of Israel J. Richardson vs. The City of Indianapolie, which was a suit to test the question as to whether the city has the right to destroy gambling too's captured in raids on gaming houses. The plaintiff is in | shall be a public record. New York and the case went off for want of

Judge Agres is sending out notices to certain guardians, executors and administrators to come in and renew their bonds. This is necessary to project estates, as there has been | and held to be void. no examination or renewal of bonds for bank and other failures has rendered worthless many bonds. There are 293 parties occupying positions as such Trustees in the court who are thus notified and the bonds will foot up in excess of \$1,000,000. New bondsmen will be required in each case where former bondsmen have failed or been

embarrassed.

Baker, Hord & Hendricks have entered an appearance for defendants in the suit of John O'Horrow vs. the Adams Express Company and John J. Henderson for \$10,000 damages, and for the corporation they yesterday filed a motion to quash the Sheriff's return as to the company. The reason for this is stated that the Adams Express-Company filed its agreement in pursuance to the act of the Legislature approved March 29, 1879, defining the duties of foreign express companies, and providing penalties for failure to comply with the provisions of the act. This act only authorizes citizens or residents of the State having a claim or demand against the company, arising out of any transaction in the State with any agent or employe of the company, to sue in any court of competent jurisdiction, and only anthorizes service upon any officer or agent of the company. The defendant company in this case alleges that the causes of action, respectively stated in the two paragraphs of the complaint, are not claims or demands arising out of any transaction in the State with any employe of the company.

Real Estate Transfers.

The following deeds were recorded Tuesday, April 14, as reported by Steeg & Bernhamer, abstract compilers, 12 and 15 Thorpe Block.

Telephone, 1,048:

John V. Martin and wife to Harriet Cravens, quit claim deed to part of southeast quarter of section 17, township 15, amuel W. Watts and wife to John J Carriger, warranty deed to lot 21 in L. D. Johnson's subdivision of part of block 28 in Johnson's heirs' addition to the city of Indianapolis Frank McWhinney and wife to William A. Pearson et al., quit claim to lot 9 in

The Indianapolis Cabinet Company to D. C. Jenne, trustee, warranty deed to lots 1 and 2 in Cabinet subdivision to the city of Indianapolis Charles Hottenders to Michael Odinott. warranty deed to lots 23 and 24 in block 10: also, lot 28, in block 11, all in Starr addition to the city of Indianapolis 1,500 00 Mary A. Reeves and husband to Amanda

Musters' subdivision of Cress' addition

to the city of Indianapolis

Chapman, warranty deed to lot it in outlot 124, in S. Binkley's subdivision lot 17 in George Norwood's subdivision of part of outlot 122 in the city of Indiapapolis...... Alice Forrest and husband to Anna M. Smith, warranty deed to lots 23, 21, 25,

800 00

26, 27 and 28, in Walker's East Woodlawn addition to the city of Indianap-The Indianapolis Cabinet Company to Augustus D Lynch, receiver, warranty deed to lot 5 in the Cabinet subdivision to the city of Indianapolis

Oliver J. Vorhis and wife to Mary E. Furr et al . warranty deed to south part of east half of southwest quarter of southeast quarter of section 32, township 17, south of range 2 east, containing 25% acres, more or less Esbecca Jane Bowman to Jennie E.

Baine, warranty deed to lot 39 in Ray & Fletcher's subdivision of outlot 148, in the city of Indianapolis William Hubbard and wife to Rebecca J. Bowman, warranty deed to lot 109 in

Thomas B. Elliott's subdivision of outlot 156, in the city of Indianapolis ... Conveyances, 12; consideration... ...\$25,020 71

Local Courts.

SUPERIOR COURT. Room 1.-Hon. N. B. Taylor, Judge. George W. Klingensmith vs. Reuben Klingensmith. Suit on note. Dismissed. Wilbur J. Schockley vs. James Duffy et al.

Kate Kester vs. the City of Indianapolis. Suit for damages. Judgment on verdict for defendant. Alfred H. Meal et al, vs. David B. Miller,

Suit on account. On trial by jury. Boom 2.-Hon. D. W. Howe, Judge. William Meyer et al. vs. Hezekish Hinkston. Judgment for \$160. S. K. Fletcher, administrator, vs. Elizabeth

B. Robinson et al. Judgment for \$744 60. W. C. Smock. administrator, vs. Christian Spiegel et al. To quiet title, Decree for Mary A. Gilmore vs. Samantha Kelly,

Note. Judgment for \$328 36. John H. Hauck, Jr., vs. John Hauck. To quiet title. Decree for plaintiff. Maggie Flinn vs. Frank M. Talbott et al. John Smith vs. T. M. Dickson et al. Dis-

George Wonders vs. Thomas M. Wonders et al. Dismissed. George W. Moore vs. Samuel F. Gray,

Dismissed. Robert N. Lamb, Receiver, vs. Joshua G. Adams et al. Dismissed. George Wood vs. Elsie Hadley. Dismissed.

Robert Wilson vs. the Union Railway Company. Damages. Dismissed. Israel J. Richardson vs. the city of Indianapolis. Danages. Dismissed. Susan Miller vs. Pricella Keatey. Dismissed.

Room 3 .- Hon. Lewis C. Walker, Judge. Bridget Davy vs. Citizens' Street Railway Company. Suit for damages. Jury returned

Ellis W. Redpath vs. Henry Tutawiler et al. Suit on account. On trial by jury. Medical Bill.

The following is the Shively bill as passed by the Legislature, for the practice of medi-

Section 1. That it shall be unlawful for any person to practice medicine, surgery or obstetrics in this State, without first obtaining a license so

to do, as hereinaster provided, Sec. 2 Any person desiring to practice medi-cine, surgery or obstetries in this State, shall procure from the clerk of the Circuit Court of the county wherein he or she desires to practice, a it cense so to do, which license shall be issued to plied with the following conditions, to wit: When such applicant shall file with the clerk his or her affidavit stating that such applicant has regularly graduated in some reputable medical college, and shall exhibit to such clerk the diploma held by such applicant and file with such c erk his or her affidavit with two witnesses, staring that he or she has resided and practiced medicine, surgery and obstetrics in this State continuously for ten years immediately preceding the date of the takivg effect of this set; or, when such appliher sflidavit, with two witnesses, stating that he or she had resided and practiced medicine, surgery and obstatrics in this State continuously for three years immediately preceding the date of the taking effect of this act, and had prior to said date attended one full course of lectures in some reputable college. Such applicant shall pay to such clerk for such license the sum of \$1.50, and such elerk shall record such ticense, together with the name of the college in which such applicant graduated, and the date of his or her diploma, in a book to be kept for such purpose, and which

Sec. 3. Any clerk who shall issue a license to practice medicine, surgery or obstetrics to any person who has not complied with the requirements of Section 2 of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in any sum not less than \$15 nor more than \$100, and such license, or one procured by any false affidavit, shall be deemed

Sec. 4. Any person who shall practice medicine, surgery or obstetrics in this State without having three years, and in that time the number of | first procured from the Clerk of the Circuit Court of the county wherein he or she shall so practice a license, as provided in this act, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in any sum not less than \$10 per more than \$200: Provided, that this act shall not be deemed to prohibit women from practicing obstetrics, and such midwives are here-

by expressly exempted from its provisions. Sec. 5. No cause of action shall lie in favor of any person for services as physician, surgeon or obstetrician who had not, prior to the rendition of such services, procured a license to practice, as herein provided for, and any person who shall pay any sum of money or deliver any property. for any services, to any person who is not so licensed, may recover the same or the value thereof in any court of competent jurisdiction in this

Sec. 6. The following shall be the form of license under this act. The Clerks of Circuit Courts shall appropriately fill up blanks and issue the same under the seal of their respective courts, "The State of Indiana.....

... Clerk of the Circui tice of medicine, surgery and obstetrics, and is hereby authorized to practice medicine, surgery and obstetrics in said county. "Witness my hand and seal of said Court,

Sec. 7. This set shall take effect and be in force from and after the 1st day of September, 1885.

Danville Postmaster.

DANVILLE, Ind., April 13 .- For several menths, yea ever since the welcome news of the success of the great Democratic party with the election of Cleveland and Hendricks. was wired over the country, and the people at the ballot-box had decided that the "rascals should go," there has been a quiet, friendly, yet earnest hight for the Postoffice at this place. The contestants were A. P. Pounds, Dr. A. N. Towles and John Mesler, each of whom was a personal friend of Colonel C. C. Matson luring his contest for his last nomination with Hon. George W. Matson that he would recommend the year's sickness. for appointment the applicant who appeared to be the choice of the Democratic 45 00 | patrons of the office, Petitions were circulated by each applicant very industriously, and the names of the patrons were generally ... 13,000 00 on the petitions.

But the result did not seem to meet with satisfaction by the party. A great many knew who all the candidates were, while others excused themselves for signing certain petitions because they were the first presented. Neither the candidate or party were satisfied with the situation. So it was thought best by the leaders of the party and the candidates themselves to wipe out the petitions and commence anew, giving each one an even start, and let the Democratic patrons of the office decide who shall be the next Postmaster by popular election, the one re-ceiving the highest vote to be declared the

choice of the party. Pounds and Towles, on the advice of the prominent and active men of the party, agreed upon last Saturday for the day of election, Mr. Mealer refusing to submit his name to the popular vote of the party. The election passed off quietly. But little elec- it a darker hue. It will also thicken thin tioneering was done by the candi-dates. The voters went to the polls ness, glossiness and life to hair which has and voted without any solicitation, become dry and harsh. Not a dye, and does

vote for their choice. A majority of those were farmers who were too busy to lose the

day by coming in to vote.

Of the votes cast Mr. Pounds received twenty-eight majority, thereby making him the choice of the party for Postmaster at this office, and certainly the choice could not have fallen upon more worthy shoulders. Price Pounds is a veteran in the cause of Democracy, having been an active worker in the ranks for twenty-five years without any reward except to know that Suit on contract. Judgment on verdict for he had done his duty. He will make a popular Postmaster, and all are satisfied with the result and glad that the matter has been so amicably settled. Colonel Matson, our Congressman, will doubtless receive the news of the result with satisfaction, as he has appeared anxious that the candidates would settle the matter among themselves, and this

they did by the election last Saturday. Colonel Matson will of course ratify the result of the election by recommending A. P. Pounds, the choice of the Democracy, to be our next Postmaster.

What Variety of Potatoes to Plant.

[American Agricuturist.] If you want potatoes as early as possible, select the best early potato you can find. The genuine Early Rose is good enough and early enough. The Beauty of Hebron is equally good, and there are a dozen other varieties any one of which, if you happen to have it, will ripen about as early, and give satisfaction. If anyone tells you he has a potato that will ripen two weeks earlier than the Rose or the Beauty of Hebron, and yield as much again per acre, tell him it is a most valuable variety, and that he had better plant all he has got, and not sell a tuber to anyone ele for seed. For early potatoes, plant in good, rich, mellow soil as soon as the frost is out of the ground. You can hardly plant too early. Until the plants appear, severe frost will not hurt them. When the plants are up, a frost will sometimes destroy the crop, or, at any rate, serious'y retard or injure it. A piece of paper, or a light covering of soil will save the plant. For winter potatoes, select a variety that possesses at least four points, viz: quality, vigorous growth of leaves to resist the potato bugs, a good keeper, and productiveness.

When the potato bugs first appeared everybody planted early varieties of potatoes in hopes of getting ahead of the bugs. Now that we know how to keep the bugs in check, we can plant later kinds. As a rule the early varieties can not yield as well as the later sorts, which have a longer season to grow in; or if they do in exceptional cases, it is probably owing to eunusual richness of land. On ordinary land, other things being equal, a late variety will yield better and keep better (the next spring) than the early varieties. A late variety of potato should be planted as early as the soil can be got into good condition. If you do not wish to plant early-or perhaps we had better say if if you are behind with your work and can not plant as early as you wish, plant an earlier variety. The later you plant the earlier should be the variety planted. The same principle or rule as to planting applies to cabbages, cauliflowers, tomatoes, cucambers, melens, turnips, corn, beans, peas, etc. The earlies the variety, that is, the quicker it matures, the later can it be sown or planted.

No American Ambassadors.

London Telegraph. The sort of ignorance which prevails as to the means and usages among people whose business it is to know them is properly illustrated in the references made yesterday by some of our contemporaries to Mr. Lowell as the American "Ambassador," Mr. Lowell is no more Ambassador than he is Duke or Field Marshal. There is no such rank in the American diplomatic service. The only Ambassadors accredited to this country are those from the five great powers-France, Germany, Austria-Hungary, Italy and Russiaand from Turkey. Any book of reference will teach our contemporaries the difference in precedence and functions between an Ambassador and a Minister Pleuipotentiary.

An Astonisher.

Harper's Weekly.

The reappointment of Mr. Pearson Postmaster of New York is a striking illustration of the President's character, and it is the most conrageous act of the kind on the part of a President since the days when Andrew Jackson introduced the spoils system.

Thousands Hastened to Their Graves

By relying on testimonials written in vivid, glowing language of some miraculous cures made by some largely puffed up doctor or paient medicine has hastened thousands to their graves, the readers having almost insone faith that the same miracle will be performed on them that these testimonials mention, while the to-called medicine is all the time hastening them to their grayes. Although we have

Thousands Upon Thousands!!! of testimonials of the most wonderful cures voluntarily sent us, we do not publish them. as they do not make the cures. It is our medicine, Hop Bitters, that makes the cures. It has never failed and never can. We will give reference to any one for any disease similar to their own if desired, or will refer to any neighbor, as there is not a neighborhood in the known world but can show its cures by Hop Bitters.

A Losing Joke.

A prominent physician of Pittsburg said to a lady patient who was complaining of her coninued ill health, and of his inability to cure ner, okingly said: "Try Hop Bitters!" The lady took it in earnest and used the Bitters, from which she obtained permanent health. She now laughed at the Doctor for his joke, but he is not so pleased with it, as it cost him a good patient.

Fees of Doctors. The fee of dectors at \$3 a visit would tax a man for a year, and in need of a daily visit, over \$1,000 a year for medical attendance Cooper. It became evident from slone! And one single bottle of Hop Bitters information received from Colonel | taken in time would save the \$1,000 and all

Given Up by the Doctors.

"Is it possible that Mr. Godfrey is up and at work, and cured by so simple a remedy?" "I assure you it is true that he is entirely cored, and with nothing but Hop Bitters, and only ten days ago his doctors gave him claimed to have signed a petition before they | up and said he must die from Kidney and Liver trouble!"

> None genuine without a bunch of green hops on the white Isbel. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

The Right Kind Of Talk. [Atlanta Constitution.] General Grant sent his good wishes the

other day to all, "whether they had been his friends heretofore or net." The old man knows that in his extremity every man, woman and child in the land is his friend and well-wisher.

Concerning Red Hair.

Many people admire red hair, but if you do not, Parker's Hair Balsam will impart to As a general thing a full vote was polled. not soil the linen. Gives a delicious per-There were not to exceed fifty who failed to fume. An elegant dressing.

NO POISON

IN THE PASTRY

Vanhia, Lemon, Grange, etc., flavor Caken Breams, Puddings, do., as delientely and nat urally as the fruit from which they are made FOR STRENGTH AND TRUE FRUIT

BHY YE CERLISES Price Baning Powder Co., MAKERS OF St. Louis, Me.

FLAVOR THEY STAND ALONE.

Or. Price's Gream Baking Powder Dr. Frice's Lupulin Yeast Gems,

Best Bry Hop Yeast. FOR SALE BY GROCERS WE MAKE BUT ONE QUALITY.

TO DESCRIPTION OF THE PROPERTY OF THE PARTY OF THE PARTY

ATHLOPHOROS is a novel word to most people who speak the English language. The Greeks used it centuries ago, meaning by it THE PRIZE-BEARER."

medicine which has carried off the prize as the perfect remedy for Rheunatism and Neuralgia. Like two rejentless tyrants they have for ages held their suffering victims in an iron grip. These poor sufferers have been as slaves.

ATHLOPHOROS is the first and only

in the power of their oppressors. ATHLOPHOROS has entered the arena, engaged in conflict with the monsters, and won the ictory. As the competitors in the Grecian games of old could win only by the most ecvere trials of ability and endurance, no ATHLOPHOROS has wen the prize, not alone by giving temporary relief, but by bringing an enduring cure, as well, to those who have suffered the excruciating agonles of Rheuma-

tisth and Neuraleia. ATHLOPHONOS is a novelty, not only \$ 0 in name, but in its elements. It is unlike any preparation yet introduced. ATBLOPHOROS acts on the blood, must les 8 9 and lolats, removing the poison and and from the blood, carries them out of the system. ATHLOPHOROS IS put up with consummate skill, and contains nothing that can possibly harm the most delicate constitution. Now, so you want to suffer on and on?

or do you want to be well? "Athlophoros" WILL Cure You ! . If you cannot get ATHLOPBOROS of your druggist, we will send it express paid, on receipt of regular price-one dollar per bottle. We prefer that you buy it from your druggist, but if he hasn't it, do not be persuaded to try something else, but order at once from us as directed. ATHLOPHOROS CO., 112 WALL ST., NEW YORK

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AM SURGICAL INSTI-

treatment. Five hundred cases onted in city and country. Treatment certain and perfectly pumless. Written guarantee given in every case. Over 1,000 eases cured successfully, of both sexes, la last year, as CANCERS, PILES, FISTULA and TUMORS SPINAL CURVATURE, HAIR LIP, Cross Eyes straightened in one minute's time.

Five Hundred Dollars idented for any case of Catarrh,
Bronchitis, Astlana, Stormeh, Liver or Klüpey Disease we

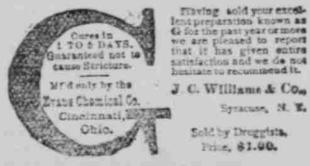
Syphilis, Gonerahea, Glost, Stricture, Orchitis, all Urin-ary Diseases and Syphilisic Rheumatism and Mercurial Affections of the Threat, Skin or Bones, are treated with unparalled success on latest scientific principles. Safely, errhes. Sexual Debility and Impotency cured for life. Direct all mail a AMERICAN SURGICAL INSTITUTE, 1724 Vine St., Cincinnati. Ohio.





Manhood, &c., having tried in vain every known remedy has discovered a simple means of self-cure, which he will send FREE to his fellow-sufferers. Address, J. H. REEVES, 43 Chatham St., New York

OF THE HUMAN BODY ENLARGED, DEVEL-OPED, STRENGTHENED," Eac., is an interesting es we will say that the ougabout this. Untile contrary, the advertisers are very highly indersed. Interested persons may get sealed circulars giving all particulars by addressing ERIE MEDICAL CO., Buffalo, N.Y.—Toledo Evening Beo.



A CARD .- To all who are suffering from errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, etc., I will
send a receipt that will cure you, FERE OF
CHARGE, This great remedy was discovered by
a missionary in South America. Send self-ad
dressed envelope to Rev. JOSEPH!T.; INMAN, Station D, New; York.

Syracuse, N. M.

Sold by Droggists.

Print, 81.00.

RAILWAY TIME TABLE. We at into effect Wednesday, April 12, 1885. TRAINS RUN BY CENTRAL STANDARD TIME.

Jeffersonville, Madison and Indianapolis, Depart. Southern Ex.d'y 4:10 am Ind. & M. Mail ... 9:45 am Lou. & M. Ex., d'y. 8:15 am Ind. & Chi. Ex., 10:45 am Lou. & M. Mail., 8:50 pm N.Y.& N.Fl. Ex., 7:00 pm Louisv. Ac., d'y. 6:45 pm St. L. & C. F. L... 10:45 pm For tickets and full information call at ticket office Penn. Lines, northeest corner Washington. and Illinois streets, or Union Depot Ticket Office.

Vandalia Line. 7:15 am New York Ex. 3:50 am N. Y. Limited ... S:15 am Mail & Ac... Ind & S. Bend ex 7:10 am S. Bend & Ind ex 10.55 am Ind. & S. Bend ex 5:10 pm S. Bend & Ind ex. 6:42 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Cincinnati, indianaports, St. Lou s and Uni.

CINCINNATI DIVISION Depart-Cincinnati and Florida Fast Line, Cin, and Louisville Mail, p. c 3:45 pm Arrie-Indianapolis Acc., daily..... Cin, and St. Louis Mail, p. c11:50 am dianapolis Acc 4:55 pum Chicago and St. Louis Fast Line, daily, a and c. c CHICAGO DIVISION

Depart-Chicago and Rock Island Ex 7:10 am Chicago Mail, p. C Western Express 5:10 pm The time via C., I. St. L. and C. and L. E. and W.

Leave Inda'polis 5:00 pm Ar, India polis 10:40 am Arrive Lafayette 7:25 pm Lv. Lafayette... 8:05 am Arrive Bloom'th 12:16 am Lv. Bloom'th 2:55 am For map, time tables, rates of fare, and all inormation apply at Ticket Office, 186 South Ills nots street, and Union Depot Ticket Office.

Chicago, St. Louis and Pittsburg. (PAN-HANDLE AND PENNSYLVANIA LINE,)

Depart, New York, Philadelp's, more, Pirtsburg, and Columbus Express... • 4:10 a.m. • 11:45 a.m.]
Dayton &Columbus Ex • 11:10 a.m. • 4:35 p.m. Richmond Accommo-4:00 p.m. **H 9:40 a.m. datton. New York, Philadelp's, Washington, Balti-more, Pittsburg, Columbus & Dayton Ex * H 4:35 p.m. ** 10:10 p.m.

5.25 p.m. % 8;00 s.m. Y. Limited .. CHICAGO DIVISION, VIA MOROMO, Louisville and Chicago * 11:00 p.m. * 4:00 a.m. Fast Express. *Daily. **Daily except Sunday. a Sleeping car. B Hotel car.

For tickets and full information call at ticket

office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Wabash, St, Louis and Pacifite Railway. Det. & Chi. Mail. 7:15am Det. Ex., s....... 8:00am OLFLW.GM.EX ZHOPM PECHE EX Det. Ex., d'ys.... 7:15pm Det. & Chi. M'l... 8:55pm Tol.FtW&Detdy 11:00pm Tol.FtW&Detdy, 8:59am Fortickets and full information call at City Ticket Office, 22 So. Ill. st. or Union Depot Ticket

Indianapolis and Vincennes, Depart Ml. & Cairo Ex... 8:15am Vincennes Ac..... 10:40am Vincennes Ac. ... 4:00pm Ml. & Cairo Ex... 6:30pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati, Hamilton and Indianapolis. Cin., Day & Tol ... 4:00am Connersy, Acc. ... 8 30am C., D., T. & N. Y... 10:45am Cin., P. & St. L.....11:50am Connersy. Acc ... 4:25pm Cin. Acc ... C., D., T. & N.Y... 6:35pm Cin., P. & St. L. ... 10:40pm

Indiana, Bloomington and Western. Depart. PEORIA DIVISION. Arrive. Pacific Ex & Mail 7:25am E.&S, Ex.r.r, a dy 3:50am K. &T.F. Liner.c 5:07pm Cincin, Spec, r.c., 11:05am

B&R.I.Ex, d,s,r,cll:10pm Atlantic Ex&M., 6:30pm EASTERN DIVISION K'nEx.r.c.,s 'ld... 4:20am Pacifickx.r.c, dly 6:55ara For tickets and full information call at the New Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office. B, indicates #180p*

er; r. c., reclining cars. Indianapolis, Decatur and Springfield. Mail & Day Ex 7:00am Mail & Day Ex ... 12:00 m Local & Day Ex., 5:30pm Local & Day Ex., 6:15pm Louisville, New Albany and Chicago,

(Chicago Short Line Division.)

Depart. Frankfort Acc ... 5:00pm Indianap'lis M'1_ 3:15am Chicago Ng't E.s. 11:20pm Ind. Ng't Ex. d.s. 8:85am C. & M. City M 1..12:45pm indianapolis Ac. 10:00am For tickets and information, call at Union Depot and 26 South Illinois street. Indianapolis and St. Louis.

Depart. Day Express 18... 7:10 am N. Y. & B. Ex 8:45 and Paris Express..... 8:50 pm Local Pais 9:50 am B. & St. L. Ex... 6:25 pm Ind'apolis Ex.... 8:00 pm N. Y. & St. L. Ex11:30 pm Day Express 6:25 pm For tickets and all information call at city office! No. 2 Bates House Block, Union Depot and Macase chusetts Avenue Depot. Cleveland, Columbus, Cincinnati and In-

dianapolis. Depart. N. Y. & Bo. Ex... 4:00 am L. N O & St L Ex 6:40 am D. S. & N. Y. Ex. 10:10 am W. Ft. W. & M Ex. 10:45 am And. & Mich Ex. 11:15 am B. Har. & A. Ex. 2:20 pm W.Ft.W. & M.Ex 5:55 pm B. Ind. & So Ex. 6:00 pm N, Y. & B. Ex. ... 7:15 pm N, Y. & S. L. Ex 11;15 pm

BEIGHTWOOD DIVISION. 4:00 sm...... 2:30 pm 5:40sm..... 4:55 pm 6:15 am..... 5:30 pm 10:45am..... 5:25 pm 10:10 am..... 5:55 pm 2:20pm... 7:15 pm S:25pm. For all information, rates, maps, time tables, etc., call at the Union Ticket Office, Bates House corner, Massachusetts Ayenus Depot or at the

STATE RAILWAY TIME TABLE.

Evansville and Terre Bante Railroad. i Via Vandalia Line. ve-Indianapolis. 17:15 am *r11:55 am *s10:45 pm Terre Haute. 16:40 am 3:00 pm 3:20 am tr-Evansville.... 4:00 pm Lve-Evansville..... | 6:05 am or10:30 am s 8:15 pm Arr-Terre Haute. 10:00 am 2:17 pm 11:59 pm Indianapolis. 3:30 pm 4:40 pm 3:50 am Daily, † Daily except Sunday, P Parlor car,

Evansville and Terre Haute Railroad. [Vis I. and St. L. Hallway.] Lve-Indianapolis. | 17:10 am Terre Haute.. 10:40 am P 8:00 pm s 3:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Lve-Evansville.... 15:05 am °r10:30 am °s 5:15 pm Arr-Terre Haute.. 10:00 am P 2:17 pm s 11:59 pm Indianapolis. | B:15 pm | 6:25 pm | 8:45 am *Daily. † Daily except Sunday. P Parlor oar

Eel River. LEAVE-EAST. Legansport.... 7:30 pm 7:00 am 7:10 pm 1:00 pm C. Crossing. 9:00 pm 7:58 am 6:28 pm 11:88 am Columbia City 11:81 pm 9:45 am 4:48 pm 9:12 am Auburn June. 1:12 pm 10:50 pm 3:25 pm 7:25 am ARRIVE. Butler 2:00 am 11:30 am 2:45 pm 6:30 am Legansport, Crawfordsville and South. western-Vandalia Line.

8. m. p. m. 7:00 s:00 dep.....Logansport....ar 11:30 9:20 8:55 4:55 dep.Colf'xvial. C.& L.ar 8:40 6:56 0:40 6:35 ar Indianapolis ... dep 7:60 5:20 9:52 5:45 ar....Crawfordsville...dep 8:44 8:10 2:05 8:00 ar.....Terre Haute.....dep 6:40 4:00

Fort Wayne, Cincinnatt and Louisville. (Leave Indianapolis via Bee Line.)

COUTEWARD. 11:15| 6:00 pm | Ar, Ind'napolis Lv. | 6:00 | 10:10 am 9:23 8:57 pm " ... Muncle ... " 6:00 1:15 pm 7:41 12:58 pm " ... Fartford ... " 6:37 2:00 pm 6:56 12:63 pm " ... Bluffton ... " 7:30 2:58 pm 5:50 11:00 am Lv. Fort Wayne Ar 8:30 4:00 pm

Direct connection at Fort Wayne with L. S. and M. S. trains for all points north and east. Cincinnati, Wabash and Michigan, via Bea Line. Ind & Gr R Ex ... 4:15 am | Wab & Ind Ex 11:06 am

Mich & So B Ex..11:00 am Cin & Ind Ex.... 2:80 pm

Wabash Ex 6:10 pm Ind & 8t L Ex 11:10 pm

Wabash Ballway. From Lafayette Junction, connecting with L.,